

ROTOVUE

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News

Commandant's Safety Messages

"FY [fiscal year] 2002 was one of our worst for off-duty mishaps, and early indications for FY 2003 give cause for concern. Now is the time to turn the tide as we rededicate ourselves to train harder, but smarter and live richly, but safely. Now, more than ever, the importance of practicing ORM [operational risk management] should be reemphasized, as safety programs and new initiatives seek to take a more proactive approach to keeping our Marines alive. Let's not allow the number of senseless and preventable deaths last FY to have been in vain. We must learn from our past, to ensure we do not repeat it.

Once again, I expect each and every Marine to make safety the foundation of all you do. - Semper Fidelis, James L. Jones, General, USMC, Commandant of the Marine Corps

According to the October 2002 safety summary, six Marines died in on and off-duty mishaps, three Marines died in apparent suicides, and 12 Marines and Sailors suffered significant injuries.

"Fellow Marines, it is my great pleasure to congratulate Marines in aviation fields for leading Marine aviation to a mishap-free first month of fiscal year 03. To date, our Corps has not suffered a Class A aviation mishap in three months.

Please take the time to extend my sincere appreciation to all of your Marines, Sailors and civilian Marines for staying vigilant and making every effort to complete each assigned mission and task safely. Keep up the good work! - Semper Fidelis, James L. Jones, General, USMC, Commandant of the Marine Corps.

Inside Look

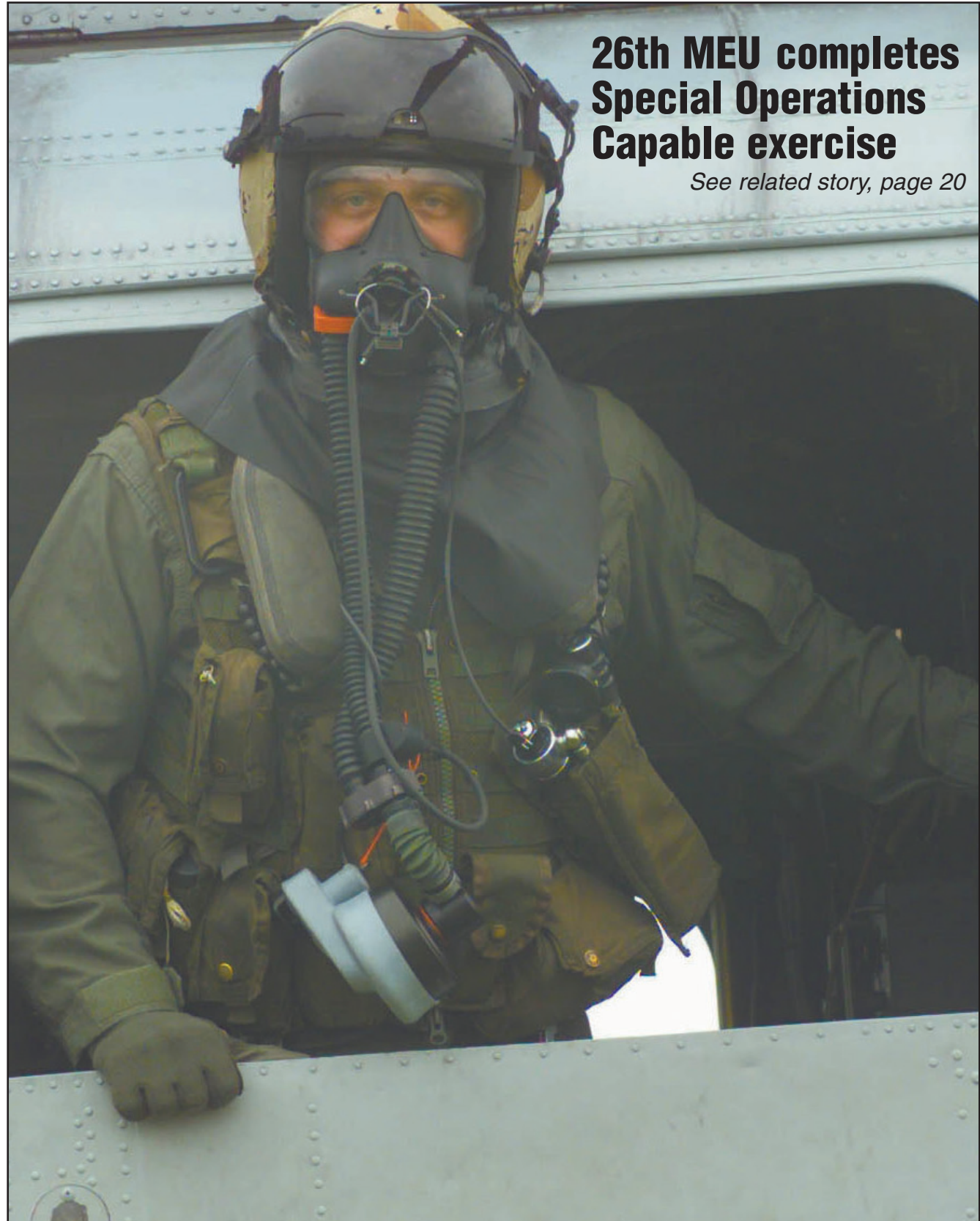
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Corps housing 14/15

26th MEU completes Special Operations Capable exercise

See related story, page 20



OWC Chinese Auction

The New River Officers' Wives' Club is scheduled to sponsor a Chinese Auction, Nov. 23, at the Officer's Club. Doors open at 6:30 p.m. for preview and auction will start at 7:30 p.m. Admission is \$3 and one donated item for the silent auction (please no white elephants.) A chinese buffet will be served at 5:30 p.m. for an additional cost of \$8.95 including beverage and a dessert. For auction information, contact Karen Murtha at 450-7494.

Tree Lighting Ceremony

The New River tree lighting ceremony is scheduled for Dec. 1, at 2 p.m. The annual One Mile and 5K Jingle Bell Fun Run will kick off the festivities.

Parents' Night Out

For parents looking to have a night out without their children, the New River Child Development Center is providing child care, Dec. 6. The cost is \$2.50 for one child and \$1.50 for each additional child. For more information, call 449-6712.

Super Bowl Giveaway

Football fans are encouraged to visit the Station officer's, staff noncommissioned officer's and enlisted clubs to register to win a trip to the Super Bowl along with several other prizes. The drawing will be held at the Enlisted Club, Dec. 15, at 4 p.m. For more information, call 449-5608.

Recruiter's Assistants Wanted

Recruiting Station Louisville, Ky., is currently seeking Marines originally from Kentucky, southern Indiana and the greater Cincinnati, Ohio, area to participate in the Permissive TAD Program. The PTAD program is available to all Marines and allows you to work in your hometown for up to 30 days helping local recruiters in their efforts to fill our ranks. Privates and privates first class can get promoted to the next rank, while corporals and lance corporals can earn up to 100 points toward promotion. Openings are available now. For more information, contact Sgt. Maj. Leon Jordan, at (502) 582-6612, or via e-mail at jordan@4mcd.usmc.mil.

Recruiting Station Montgomery, Ala., is also currently seeking Marines originally from Alabama, east Mississippi and northwest Florida for the months of January through March for recruiter's assistance. For more information, contact Staff Sgt. Hernandez at (334) 647-3107.

USO Thanksgiving Dinner

The USO will be serving Thanksgiving dinner to service-members and their families on Thanksgiving Day at 11:30 a.m.

The USO would also like to ensure all Marines standing duty on Thanksgiving Day receive a special meal from their "home away from home" and asks that each command provide the name and location of their Marines standing duty, so that no one is missed. For more information or to contact the USO, call 455-3411.

Cross Country Championship

The Armed Forces Cross Country Championship is scheduled for Feb. 13-17, in Houston, Texas. The All-Marine team will be comprised of 10 men and five women.

Marines who are interested in competing must submit their resumes no later than Dec. 9. Resumes must list dates, places and finish times of 10K and 5K races ran in the past two years. Marines must also be registered with USA Track and Field. A command endorsement must accompany the resume stating the Marine's eligibility to attend all events if selected. For more information, contact the Station Semper Fit athletic director.

Presidential Classroom Scholars

The Presidential Classroom Scholars Program is looking for Marine Corps officers and staff noncommissioned officers and civilian GS-12 or above candidates to fill program positions. The program was founded in 1968 with the mission to educate high school juniors and seniors about the U.S. government and politics and view the political process first-hand.

The presidential classroom program is open to all staff noncommissioned officers and officers with undergraduate degrees. Instructors must possess good communication skills and knowledge of U.S. government and politics, enjoy working with high school students to build their civic knowledge and act as a role model to the students.

Volunteers will serve for seven full days and stay at the Georgetown University Conference Center in Washington, D.C. The program covers the cost of room, meals and official transportation around Washington, D.C.

Interested persons may obtain additional information or a downloadable application at www.presidentialclassroom.org. Hard copy application forms are available upon request from Headquarters Marine Corps. All applications must be received by Nov. 30. All applications must be faxed to HQMC, Division of Public Affairs-Community Relations at (703) 614-2358. For additional information, call Capt. Nancy Olson, HQMC Community Relations, at (703) 614-1054/1034.

Taekwondo Trials Seeks Applicants

The Army Invitational/CISM Taekwondo Trials are scheduled for May 9-12 at Fort Indiantown Gap, Penn. A first place finish in the event will qualify a Marine for the National U.S. Taekwondo Union Championship in New Orleans, La.

Marines who are interested in competing must submit their resumes no later than March 1, 2003. Resumes must include previous Taekwondo competition and results from the past two years. Resumes must also include: Kukkiwan Dan Certification (Black Belt); a current U.S. Taekwondo Union membership card number; and a command endorsement stating availability to attend all events if selected. Resumes must be submitted through the Semper Fit athletic director.



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If you have any comments or suggestions you may also contact the public affairs office at (910) 449-6196 or fax (910) 449-6478.

Front page:

photo by: Capt James D. Jarvis, 26 MEU PAO

CAMP LEJEUNE, N.C.-- Corporal Brett H. Peterson, a CH-46E crew chief with Marine Medium Helicopter Squadron-264 (Reinforced), flew an entire mission while wearing his field protective mask. The flight was part of the 26th MEU's enhanced nuclear, biological and chemical training.

V-22 readiness team 'FIT' to support

Lance Cpl. Misty D. Salinas
correspondent

After taking an operational pause, the revamped and revitalized MV-22 Osprey Fleet Introduction Team is returning to action.

In the spirit of being "FIT," the members of the introduction team along with other support units, including the Naval Aviation Maintenance Training Unit, New River, recently participated in the Marine Corps Marathon.

This demonstration of Marine Corps unity was a signifier of what's to be expected from the energized Osprey support team.

"We've always been here," said Staff Sgt. Luis A. Gracia, MV-22 Osprey FIT avionics chief. "We're just ramping back up to where we need to be so that we can follow through with all that we are tasked by our charter."

Working hand in hand with the various agencies connected to the MV-22, the FIT is responsible for ensuring the correct support equipment, technical manuals, trained Marines, facilities, computers, supply parts and other various logistical elements necessary for the Osprey's operation on the flightline are adequately provided to the Marine Corps.

"We also provide advice and recommendations from a technical aspect to the different organizations that support the [MV-22] program," said Lt. Col. Ludovic M. Baudoin d'Ajoux, MV-22 FIT officer-in-charge.

The FIT also enlists the aid of Marines and personnel from Marine Medium Tiltrotor Training Squadron-204, and the V-22 Integrated Test Team, Patuxent River, Md., to relate the specific technical needs to these agencies.

One of these many technical aspects being currently addressed is the verification of the Interactive Electronic Technical Manual. The IETM gives such information as parts that need replacing, part numbers and maintenance action along with diagrams displayed on a computer screen.

"All of the manuals that we used to have on paper, we now have on a laptop that is portable and can be taken aboard the aircraft," said Gracia.

One of the immediate goals of the FIT is to build themselves up to meet the challenges facing them. Doing this requires additional funding, manpower, increased facilities and establishing a command relationship.

"We need to grow to where we can handle all of our responsibilities, so that when the MV-22 squadrons stand-up, they have everything they need to concentrate on training pilots in support of their mission," said Baudoin d'Ajoux.

One of the long-term goals of the program is to become a 'one-stop shop.' This means that if there is a question regarding the MV-22 program on New River, there are three phone numbers to call and answers can be given in a quicker turnaround time.



Lance Cpl. Misty D. Salinas

Lieutenant Colonel Ludovic M. Baudoin d'Ajoux, MV-22 Fleet Introduction Team officer-in-charge, and Staff Sgt. Luis A. Gracia, FIT avionics chief, are the fittest members of the "FIT" after completing the Marine Corps Marathon.

"Right now on Station there are many agencies that do great and wonderful things to support the MV-22," said Baudoin d'Ajoux. "There are squadron commanders that update all of their operational manuals, there is the Station, which provides facilities for the MV-22, there is NAMTRAMAR who provides training, the fleet support team that provides the engineering and technical support from government and contract agencies and Marine Aviation Logistics Squadron-26, which provides logistical support. We ensure the focus of all of these agencies is toward one goal -- the smooth transition of the aircraft into the fleet."

The FIT is expected to be operating for 10 years, and even after all the squadrons stand-up and are fully supported they may have a small cadre to do follow up work.

"We are like a 'watchdog,' focused on identifying problems areas that need fixing and addressing them to the proper channels," said Baudoin d'Ajoux.

New V-22 Osprey simulator ready for pilot training

Sgt. Juan Vara
correspondent

Leaders from Naval Air Systems Command at Patuxent River, Md., and Bell Helicopter of Fort Worth, Texas, were aboard New River, Thursday, participating in the ribbon cutting ceremony for the second V-22 full-flight simulator.

In addition to the ceremony, members of various types of local and international media had an opportunity to ask government and industry representatives, questions about the equipment during a forum held at the Osprey's learning center, Building AS 318. A static display of the Osprey was also set up at the Marine Medium Tiltrotor Training Squadron-204 hangar with maintainers available to explain the aircraft's capabilities.

Colonel Dan C. Shultz, NAVAIR's V-22 joint program manager, said the simulators are an important part of the training process because even though helicopter pilots bring experience, they must be trained to fly tiltrotor aircraft.

New River now has one V-22 flight training device and two V-22 full-flight simulators.

"With the simulators up we now have significant training capabilities," said Col. Richard H. Dunnivan, VMMT-204 commanding officer. "Training has received a high priority and we currently have training of the highest quality."

Joint Task Force Horn of Africa underway



Cpl. Andrew W. Miller

The crew of this CH-46 Sea Knight, finds their new home for the next few months, as they land aboard USS Mount Whitney, Nov. 14. They are assigned to Combined Joint Task Force-Horn of Africa whose mission is to disrupt and defeat international terrorist groups posing threats against the United States.

NJP: Motivation vs. Devastation

Lance Cpl. Lameen Witter
U.S. Marine Corps Forces, Atlantic

NAVAL SUPPORT ACTIVITY, Norfolk, Va.

- The young Marine stands at attention. His eyes are locked on the wall in front of him as he pins his clenched fists to his sides so tightly that his hands begin to slightly tremble.

The first sergeant begins to read the Marine his rights and as he does all of the mementos, plaques, and honors of the first sergeant's decorated career around the office seem to stare back at the young Marine in shame. He begins to replay his decisions and choices that led to this moment. He faces restriction, extra duties, loss of pay, and loss of rank if he receives non-judicial punishment.

According to Sgt. Charles A. Cloud, legal non-commissioned officer in charge of the Staff Judge Advocate office for U.S. Marine Corps Forces, Atlantic (MARFORLANT), non-judicial punishment (NJP) is a punitive measure that a commanding officer uses to maintain good order and discipline in his unit.

Driving under the influence (DUI) is one of the more common (violations) that may result in NJP, said the Atlanta, Ga. native.

If the commanding officer of a unit decides to take administrative action, in the form of an Article 15 hearing, the Marine suspected of a violation may end up in front of the first sergeant, who informs the Marine of his or her rights. Then the first sergeant informs the Marine that he or she is suspected of committing an offense under the Uniform Code of Military Justice, based on the information received from the civilian or military authorities. The Marine would then be given the opportunity to consult with an attorney. The Marine also has the right to refuse an Article 15 hearing. The first sergeant then counsels the accused regarding Article 15 guidelines, a charge sheet, and the possible punishments the commanding officer can render if the Marine is found guilty.

Then the Marine stands before the commanding officer during the hearing and is given the opportunity to present evidence on his behalf or rebut the charges. Based on the evidence provided as well as the facts and circumstances surrounding the case, the commanding officer then has the choice of dismissing all or part of the charges. He can also impose NJP if the accused is found guilty, or refer all charges to a



Lance Cpl. Lameen Witter

First Sergeant William C. Jordan, Headquarters and Service Company, U.S. Marine Corps Forces, Atlantic first sergeant, reads a Marine his Article 31 rights.

court-martial. The article 15 hearing is also known as "Office Hours" or "Captain's Mast" in the Navy.

"The punishments vary depending on the commanding officer. Officers, captain (O-3) and below, can award forfeiture of seven days pay, seven days correctional custody unit (CCU) for lance corporals and below, 14 days of restriction, or 14 days of extra punitive duty (EPD). Field grade officers, major (O-4 and above), can award a forfeiture of a one-half months pay for two months, reduction to the next lower grade for sergeants (E-5) and below, 30 days of CCU for lance corporals (E-3) and below, or 60 days of restriction, and 45 days EPD," said Cloud.

Cloud went on to say the most common way NJP can hurt a Marine's career is in promotion and reenlistment when that Marine is compared to others who have clean records.

"NJP is a system to deal with lesser forms of misconduct, a way to take punitive action on minor

misconduct that doesn't warrant being sent to a courts martial," said Sergeant Major of MARFORLANT, Sgt. Maj. Dennis S. Frye. "It's not designed to devastate, it's designed to correct behavior."

For many young Marines who are new to the Corps and have aspirations of success, a punishment like NJP can be devastating to their motivation. As a result, Marines who have received NJP often perform worse than before, because they feel their chain of command was out to get them or don't care as much about themselves doing well in the Corps, having already received a negative mark so early in their career.

"The whole-hearted intent of the Corps has always been to deal with problems and put them behind. It's all up to the Marine," said Frye, of New Haven, Ct.

Frye recalled an instance where a Marine rose above his mistakes.

"A Marine got NJP for six months desertion and was in a casual platoon that was doing working parties while being processed for separation [from the Marine Corps]," said Frye. "He turned himself around, and did so well that he made it to a meritorious corporal board. What was fascinating was that this Marine had screwed up, deserted for six months, and the system reacted to the fact that he came back. He decided he was going to put it behind him and do the best he could."

Many young Marines have received NJP and chose to let the punishment fuel their motivation to

I was and still am remorseful for my actions that led to my DUIs. It hurt my goals and career in the Corps. I could've hurt or killed myself or someone else, and that's really sobering.

Lance Cpl. Kenneth V. Oliver, III,
MARFORLANT

Drowsy driving remains roadway hazard

By Jim Askins
Health Educator

With more people on the roads during the upcoming holiday season, the Naval Hospital Health Promotion Department is reminding everyone that their drowsiness can turn celebration into tragedy in just a few seconds. Military personnel and their family members traveling home for the holidays may face this particular risk, especially if they've been sacrificing sleep or driving for long periods. Falling asleep at the wheel and drowsy driving accounts for over 100,000 crashes, 71,000 injuries, and 1,550 fatalities each year.

According to a National Sleep Foundation (NSF) survey, 51 percent of all adults reported driving a car or other vehicle while feeling drowsy in the prior year, while 17 percent report actually falling asleep at the wheel. Diminished productivity and property damage add to the costs of drowsy driving, which are estimated to be \$12.5 billion annually.

The holiday season, with its added stresses of shopping, parties, traveling, and year-end business means less sleep for many people. The Health Promotion Department warns drivers not to stay up late to party, have a few drinks, and then set out on the road. Alcohol increases the risk of falling asleep behind the wheel, and when you're very tired, one drink can feel like four or five. Driving home from a party is especially dangerous because you combine alcohol with fatigue.

Even travelers who fly or take other public transportation can find themselves in trouble if they drive

the last leg of their trip. If someone doesn't get a good night's sleep before traveling and doesn't nap during the first part of a journey, they may arrive tired, get into a car, and may drive drowsy to their destination.

Sleep experts recommend at least eight hours of sleep a night in order to function properly. Yet most Americans get less than seven hours, a NSF survey found. More than half of adult drivers admitted to driving while drowsy and younger drivers (ages 18-29) were more likely to drive drowsy than other age groups. Nearly 25 percent of young drivers reported actually falling asleep at the wheel during the past year. Younger drivers were also more likely to drive faster when they felt drowsy, adding to their danger.

The American Automobile Association (AAA) Foundation for Traffic Safety study last year identified lifestyle factors that contribute to drowsy driving. People who hold more than one job, who get six hours or less of sleep, or who drive between midnight and 6 a.m. are at higher risk of a drowsy driving crash. Other studies show that sleep-deprived drivers have reactions like those of people who have been drinking alcohol. Driving drowsy really is like driving drunk.

Turning up the radio and rolling down the window do not keep you awake. The only cure for drowsiness is sleep.

For more information about drowsy driving, and how to prevent it, visit the NSF Web site, www.sleepfoundation.org, or the AAA Foundation for Traffic Safety at www.aaafoundation.org and have a safe and happy holiday season.

Traveling tips

◇ **Get a good night's sleep before your trip -- at least 8 hours for adults and 8.5-9.25 hours for teens**

◇ **On long trips take a passenger who stays awake to talk to the driver**

◇ **Schedule regular stops, every 100 miles or two hours**

◇ **Avoid alcohol and medications that may impair performance**

◇ **Recognize signs of fatigue: Drifting from your lane, hitting rumble strips, repeated yawning, difficulty focusing or keeping your eyes open, tailgating or missing road signs**

If you are drowsy:

✓ Pull off into a safe area and take a brief nap (15-45 minutes).

✓ Drink a caffeinated beverage to promote short-term alertness (it takes about 30 minutes for caffeine to enter the bloodstream).

✓ Walk around or do a few exercises to get rid of grogginess.

Being physically fit doesn't equate to healthy

Lara James
Rotovue contributor

If you asked me at the beginning of summer how healthy I was, I would've said I was very healthy. I worked out frequently and hardly ever ate desserts. I thought I had learned all I needed to know about food from my sixth grade health class. But then I took a four-part nutrition class on the Marine Corps Air Station, and learned just how much I didn't know. When I heard during one of my visits to a personal trainer at the Air Station gym that I could see a health educator for free on base, I jumped at the chance. I wanted to know how to make up a triathlon training diet. I was surprised to learn that although I was fit, I wasn't necessarily healthy. Here are just a few of the things I learned.

Nutrition information given on most food packaging is for a 2,000 calorie per day diet. Even with a daily

workout, it turns out I (at 130 pounds) am only supposed to take-in 1,300-1,400 calories per day. How many calories do you need? Here's how health educator John Swett, a retired Navy corpsman who through the area bases, educates Marines, Sailors and their families on basic nutrition, broke it down for me.

If you don't exercise and you want to maintain your current weight, you should consume 10 calories per pound each day. If you exercise lightly to moderately and want to lose weight, consume 10 calories per pound of your desired weight daily. If you exercise moderately and want to maintain your current weight, consume 12-13 calories per pound, per day. If you exercise moderately to strenuously and want to maintain your weight, consume 12-13 calories per pound of your body weight every day.

When looking at labels for nutrition information given per serving, be

sure to pay close attention to serving size. Toaster pastries are one tart per serving, however the manufacturer packages two per foil pouch, knowing most people will eat both, thinking they are eating one serving. One more thing: High fat foods, in the grocery store and restaurants too, are often cheaper. But is it still a bargain if the cheaper food you buy causes you to need heart surgery in 10, 20 or even 30 years? Think about it, and choose wisely! Even people who are 'fit,' that is who exercise regularly and control their weight, should still be careful to guard their inner health. Even their arteries can be clogged up by cholesterol and fats in foods.

John Swett taught me about the hidden dangers of many fitness supplements, and even about the additives put in tobacco. I learned why diets that are high in proteins to the exclusion of carbohydrates, will backfire. I also found out that keeping proteins down to 12-

15 percent of food intake and carbohydrates at 55-65 percent, will give me maximum energy for my workouts. If you are serious about family readiness, and want to be as strong and healthy as you can, I encourage you to take part in the fitness programs offered on Station. These programs have changed my life for the better, and best of all they were free with my military ID. The fitness trainers will give you a personal fitness profile and help you increase your energy and fitness no matter what your current weight or ability. John Swett, working out of the New River clinic, will help you in your fitness goals, whether you are shooting for a target weight or want to improve your energy level and cut hidden fats in your foods.

For a personal fitness profile and personalized workout plan, call the MCAS Fitness Center at 449-5854. You can reach health educator John Swett at 449-6002, extension 278. Go for it!

Awards and Promotions

Marine Medium Helicopter Squadron-266

Navy Commendation Medal
Staff Sgt. S. Knight

Good Conduct Medal
Cpl. H.E. Cunningham
Cpl. W.J. Hubbard

Meritorious Mast
Cpl. C.P. Washer

Promotions

Maj. G.D. McGee
Maj. S. Payne
Staff Sgt. K.D. Black
Sgt. W.J. Hubbard
Sgt. C.E. Plowman
Sgt. A.J. Smith
Sgt. T.W. Watkins
Cpl. G.A. Brooks
Cpl. V.C. Ingram
Cpl. A.M. Nebel
Cpl. A.L. Sawyer
Cpl. M.J. White
Lance Cpl. B.D. Freed
Lance Cpl. J.M. Trahan

Marine Medium Helicopter Squadron-261

Promotions

Staff Sgt. M.H. Clark Jr.
Sgt. C.V. Clarke
Sgt. J.K. Miller
Sgt. A.R. Washington
Cpl. M.B. Finley
Cpl. C.R. Macalik
Cpl. C.C. Moore
Cpl. C.N. Odom
Cpl. J.D. Stanton

**SOI
Delta Co.**

Meritorious Promotions

Lance Cpl. J. Cunningham
Lance Cpl. K.J. Dempsey
Lance Cpl. C.J. Meyer
Lance Cpl. J. Morris
Pfc. M.B. Burke
Pfc. T.B. Gisleson
Pfc. M.P. Naidas
Pfc. G.F. Ware

'Golden Eagles' presented with sixth consecutive safety award

Lance Cpl. Misty D. Salinas
correspondent

In a formation held at the squadron hangar, Nov. 1, Maj. Gen. John G. Castellaw, commanding general, 2nd Marine Aircraft Wing, presented Marine Medium Helicopter Squadron-162 with the Chief of Naval Operations Aviation Safety Award.

During the ceremony, Castellaw took a moment to commend the squadron for their dedication to safety and for setting standards which other squadrons could emulate. Being a CH-46 pilot himself, Castellaw also expressed his personal pride in presenting the squadron the award which they have had the honor of receiving for six consecutive years.

The criteria for selection of naval aviation awards are demanding. To receive a squadron award, a unit must demonstrate superiority in safety, operation readiness and adherence to naval aviation procedures and policies. Other considerations for the award include operation commitments and the demands of missions the squadron supported throughout the year.

"It takes dedication on everyone's part, but also not losing sight of the fact that there is a mission out there to be accomplished," said Lt. Col. Robert F. Hedelund, HMM-162 commanding officer. "The safest thing to do, would be to put them [aircraft] all in a barn and never fly them. You would never have an mishap, but that doesn't get the mission accomplished."

Getting the mission accomplished while following such stringent safety standards as to warrant such continual recognition takes years of hard work. According to Hedelund, one of the hardest things in the Marine Corps is to maintain continuity due to the huge turnover that occurs. Having a squadron with a legacy for safety and mission accomplishment helps lay the foundation for Marines to



Lance Cpl. Misty D. Salinas

Major Gen. John G. Castellaw, commanding general 2nd Marine Aircraft Wing, presents Lt. Col. Robert F. Hedelund, Marine Medium Helicopter Squadron-162 commanding officer, with the Chief of Naval Operations Aviation Safety Award.

come in, pick it up and continue to maintain the standards in order to succeed.

"We do our job day-in and day-out in a very professional manner," said 1st Lt. Josh Smith, squadron representative. "From the flight leadership in the cockpit, to the senior enlisted who do the training for the aircrew, to the maintenance department, everybody here is very professional. I think that speaks volumes about how we keep getting this award."

Since the squadron's inception, they have received 10 CNO Aviation Safety Awards.



Sgt. Juan Vara

Lieutenant Col. Timothy V. Shindelar (right) assumed command of Marine Aviation Logistics Squadron-29, Nov. 15.

Shindelar assumes command of MALS-29 'Wolverines'

Sgt. Juan Vara
correspondent

Lieutenant Col. Timothy V. Shindelar relieved Lt. Col. Stewart O. Gold as Marine Aviation Logistics Squadron-29's commanding officer, in a change of command ceremony held in front of the squadron's hangar, Nov. 15.

Gold, a native of Beaufort, S.C., is scheduled to report to Cherry Point for duty as officer-in-charge of the inspector general's team of Marine Wing Headquarters Squadron-2.

"Serving as commanding officer of

the Wolverines was the most pleasant burden I've ever endured," he said. "I started off here as a lance corporal, and I'd like to remind them that anything is possible. If they do what they're supposed to do, to the best of their abilities, good things will happen."

Shindelar, who has served as the MALS-29 executive officer since July 2000, is proud to take over the squadron and continue the standards achieved under Gold's command.

"I look forward to continuing to provide excellent Marine aviation logistics to the Marines of Marine Aircraft Group 29," said Shindelar.

These mamas wore combat boots

Cpl. Theresa E. Seng
editor

When World War I swept the globe in 1914, the United States wasn't immune. Near the end, the number of men who were mobilized in the "Great War" reached two million, and the homestead felt the strain. The only solution was to ask women to take off their aprons and don the uniforms of the military.

The Marine Corps was hesitant to accept the idea of enlisting women, but conceded, once senior officers determined that women could perform 40 percent of military related duties.

When the recruiting slogan "free a man to fight" rang out to all women, an unearthly growl rose up from the bowels of the Corps. It is rumored that the air was colored with profanity as members of the old Corps gathered to discuss this earth-shattering calamity. It has been said that the wailing and moaning that day has never been equaled. Never, until it was announced that women Marines were going home.

It was estimated that it would take three women to do the job of two men, but they were wrong. Two females proved they could do the clerical work of three men. When the women were sent home, the same Marines who didn't want their brotherhood fowled with nail lacquer and perfume declared that the women in their offices were essential and could not be spared.

Before they were sent home the same year they were so desperately needed, female Marines held the jobs of paymasters, quartermasters, parachute riggers,

teletype operators, cashiers, stenographers, file clerks, aerial photographers, control tower operators, airplane mechanics, welders, painters, telephone operators, and at most installations they overtook the motor pool. By 1975, the only occupational fields women couldn't hold a job in were infantry, artillery, armor and pilots or aircrew.

During WWI, in order to enlist in the Marine Corps, women had to be top notch and went through a stiff recruiting examination. They had to submit character references and letters of recommendation. They also had to have a neat appearance and pass a typing and dictation test, as well as a thorough physical exam.

After passing all tests they were sent directly to their duty station. There they were trained in drill so they could participate in parades during war bond rallies. There were also 25 women Marines who were chosen as bodyguards for President Woodrow Wilson.

With the start of the Nation's participation in WWII, women Marines' continuous active service began. Their training went from a recruiting test to 772 enlisted women graduating from Hunters College, N.Y., and 75 officers graduating from Mount Holyoke College, Mass. Eventually Camp Lejeune, N.C., became the training base where 19,000 female recruits went through Marine Corps boot camp. Finally, in 1948, recruit training for women found a permanent home at Parris Island, S.C., where 3rd Battalion was established for that purpose.

In 1942, Congressman Melvin Mass of Minnesota, a retired major general, pushed for the approval by Gen. Thomas Holcomb, 17th Commandant of the Marine Corps, to form a Marine Corps Reserve. From the start, Col. Ruth Streeter, director of the Women Reserves, declared that women Marines would wear the Marine Corps uniform tailored to fit the "smart appearance of women" so there would be no doubts as to which service they belonged.

The female Marines of this newly permanent unit were given nicknames such as "Marinettes," but designated as the United States Marine Corps Reserve (Female).

General Holcomb declared that female Marines shouldn't have a nickname to separate them from male Marines because they didn't need one. They received their basic training as Marines in a Marine atmosphere at a Marine post. They inherited the traditions of Marines therefore they were Marines.

Before the shooting stopped, 265,000 women served in the military, but it took years before women would become a definite part of the Marine Corps. Every time women were called to "free a man to fight," they would always be transferred to inactive



status as soon as there were enough men back in the states to resume a day-to-day operational tempo. Less than a year later the Armistice ended the war, and the time women served on active duty. Once again, after WWII, women Marines were phased out of the Marine Corps by 1946.

It wasn't much later in 1948, after women had proved themselves in two world wars, that the Women's Armed Services Integration Act was signed. This authorized women as a regular service component, but they could not exceed more than two percent of the total service strength, or hold permanent rank above lieutenant colonel.

It wasn't until 1967, which President Lyndon Johnson repealed the limit of women in the service when he signed Public Law 90-130 and stated, "our armed forces literally could not operate effectively or efficiently without our women."

After the integration act was signed, women got their first taste of war when the Women Reserves were mobilized during the Korean War, and over 2,000 women served on active duty during that time.

During the mid 1960s when women became a permanent part of the active duty establishment, the first eight women to enlist all served with the original Women Reserves. With the strength increase, over 2,000 women served in the states, and 28 enlisted and eight officers served in Vietnam.

The Marine Corps sent 1,000 women to the sands of Desert Storm, and today there are almost 9,000 women serving in the enlisted and officer ranks.

As most Marines know, it officially began with Opha Mae Johnson along with 305 others who forged the path, however, little is known that during the War of 1812, it is recorded that a Marine serving aboard "Old Ironsides" as George Baker was actually Lucy Brewer, who forged the way for women in the Marine Corps before it was even an idea.

Editors note: Information for this article was compiled by various unofficial Marine Corps web sites.



Woman Marine blazes trails

Texas woman dedicates thirty years of service

Cpl. Theresa E. Seng
editor

Marine Corps History is full of valor and pride. Marines everywhere know about the accomplishments of "Chesty" Puller and Dan Dailey, but there are Marines out there who have made historical achievements in the Corps and were never fully recognized for their accomplishments.

One of those Marines is retired Chief Warrant Officer 5 Margarette Chavez.

Chavez enlisted in the Marine Corps in 1969 at a recruiting station in San Antonio, Texas, with one of her girl friends.

"I joined since it appeared the only other option was to stay in McAllen, Texas, attend the local college and become a school teacher," she said. "The Marine Corps sounded much more exciting."

It may have sounded exciting, but Chavez hadn't really heard a lot about the Corps. She and her friend hadn't researched what they signed up for. They had no idea they signed on with the most feared men of the battlefields around the world, and there were little more than 2,000 women in the Marine Corps at that time.

Chavez said farewell to her home and was off to Parris Island, S.C., for some good old Marine Corps training.

It was nothing like today's boot camp for female recruits. Instead of low crawling through the mud, Chavez learned how to wash and iron her uniform, grooming, history, regulations and policies, drill and the physical fitness test only required a jump and reach, 30 sit-ups and a 500-yard run.

"The emphasis on women Marines was to be ladies," said Chavez. "There's no comparison. As far as I'm concerned, today's women Marines have it a lot harder than we did. During my 30 years on active duty, women assumed more responsibility and garnished a greater role in the Corps. It's only reasonable that the Corps expect the women to give more."

Chavez graduated boot camp and went on to become a broadcast journalist. She was the first woman to be selected as a permanent warrant officer

in her field, and was the first woman to permanently get promoted to chief warrant officer five.

Chavez has a few things to be proud of, but said she never broke a sweat trying to get her male counterparts to like her.

"I think a lot of young women mistake that for respect," said Chavez. "When I was stationed at Kaneohe Bay, Hawaii, in 1974 there were only three women stationed there, and I was selected for staff sergeant. I had less than four years in the Corps. George Spear, who is a retired a master sergeant, had also gotten selected. He came up to my desk and said, 'You ought to be ashamed of yourself. You kept some poor Marine with a family from getting promoted.' I looked him right in the eye and said, 'Tough. If they had been half as good as I am, they would have picked him.'"

Chavez admits that in those days, women didn't have to compete physically with men for promotions, but said that they always competed in their own shops, whether it was during PT or just doing their jobs.

"I always worked hard to do my best and that was sufficient to get me promoted," she stated firmly. "But it's a fact of life in the Marine Corps. You're expected to prove yourself over and over again. When you're a woman Marine you just have to do it a little more often."

Chavez first proved herself as a private first class while she was stationed at Headquarters Marine Corps.

"My commanding officer gave me a briefcase to hand carry to the Pentagon. He told me I was to take it to the Secretary of the Navy and no one else. I got through to the Secretary's office because I refused to relinquish the briefcase to anyone else. The secretary opened the briefcase looked inside and thanked me. I could tell from his look, whatever it was, it wasn't that important. When I returned to the office, Lt. Col. Shultz gave me a sheepish look and made reference to 'A Message to Garcia.' Several years later when I was assigned to 9th District, I went by the district headquarters to see my old [commanding officer]. I asked him if he remembered me, and he said, 'Of course, I always remember someone who can

carry out an order.'"

From her first assignments as a private first class and throughout rising through the ranks, Chavez has dealt with and impressed some important people.

When Chavez was the joint protocol officer at Camp Pendleton during Desert Storm, she remembers the Chief of Staff, Col. Dennis Damon, telling her, "Today we fight a war on two fronts: the battlefield and the political arena. Make any mistake, and we'll be just as dead."

She also worked with Ronald Reagan, Margaret Thatcher, congressmen, senators, the Chief of Naval Operations of Argentina, Commandant of the Republic of Korea Marines and generals from Switzerland and Italy to name a few.

Of all the important people that Chavez has worked with, she said her proudest moment in the Marine Corps was when she retired.

"Not too many women stay for 30 years. You've got to be tough mentally and physically," she said humbly.

During her 30 years she learned a lot. She attributes all her tricks of the trade to her first master sergeant while she was assigned to Leatherneck Magazine, and believes she was very fortunate to work with many general officers whom she learned some great leadership skills from.

Not all her experiences in the Corps were great, but she said she never had a bad experience when she didn't receive help and support from her senior officers.

"Without them I wouldn't have stayed in the Corps, but I also thank those Marines with whom I came in conflict with," she said. "They taught me invaluable lessons about myself and how I want to live my life."

One of the biggest things that Chavez said she learned from her time in the Corps is that you don't get very far in the Marine Corps, or in life for that matter, if you do everything yourself.

"The smartest leaders in the Corps always surround themselves with the best support they can muster. Your Marines are your greatest asset," she added.

Thanksgiving Dinner

In the spirit of the holiday, the Jacksonville USO will be providing a Thanksgiving meal to servicemembers and their families, Nov. 28, at 11:30 a.m.

9 Tallman St., Jacksonville, N.C. 455-3411

"Proudly Serving Those Who Serve"



Help Make
A Child's
Christmas Wish
Come True

New Station store ideal for thrifty shoppers

Sgt. Juan Vara
correspondent

New River has many places where quality items can be purchased for low prices. The Marine Corps exchange, the commissary, the service station and the convenience store, are the ones most Marines and Sailors are familiar with, but there is a little known treasure aboard Station that is worth checking out.

The Staff Noncommissioned Officer Wives' Club Thrift Store, located in AS-232 near the Post Office, has second-hand items in good condition at very affordable prices. Items such as clothing for men, women, children and babies can be purchased, along with board games, puzzles, books, toys, electronics, jewelry, Christmas ornaments and ball gowns.

Quality second-hand uniform items can be found at the thrift store as well. Dress blue coats and everything for service alpha, bravo, charlie and delta uniforms can be obtained for very low prices. New khaki "Creighton" shirts which cost more than \$45 can be bought at the thrift store for \$20 or less.

"Most of the items we sell here are donations," stated Tammy S. Brown, SNCO Wives' Club Thrift Store chairperson. "Very generous people bring these items to us whenever they don't want them. We receive them during our business hours, but in the future we will have a drop off box in the front of the store."

Consignments are taken by appointment. Once the item is sold, the consignor receives 65 percent of the set price and the remainder goes to the SNCO Wives' Club to pay for club events.

The thrift store, a non-profit business, is operated by volunteers and is currently looking for a few more who are willing to give a hand running the store.

"The more volunteers we can have, the better," said Brown. "You don't have to be a staff noncommissioned officer's wife or a member of the wives' club to volunteer."

A portion of the money generated by sales is given out as scholarships every spring to family members of active duty and retired SNCOs. Also, proceeds are donated to the American Red Cross; the United Service Organization; the Station Chapel; the Navy-Marine Corps Relief Society; and the Fisher House [an organization that builds comfort homes around military and veteran affairs medical centers for families to rally around loved ones who is receiving care at the nearby medical center].

Being an active member of the armed forces is not a requirement to shop at the store, but patrons must show a valid military identification card to purchase uniform items.

"We will be having a '\$5 bag sale' the first weekend of December," added Brown. "Any non-consignment items except for uniforms, jewelry, electronics



Sgt. Juan Vara

Thrift Store Business Hours

Tuesdays	9:30 a.m. - noon
Wednesday	10 a.m. - 1 p.m.
Thursdays	4 - 7 p.m.
First and third Fridays and Saturdays	10 a.m. - 1 p.m.

The new thrift store offers everything for Marines' service alpha, bravo, charlie and delta uniforms, and a variety of uniforms for Sailors and airmen.

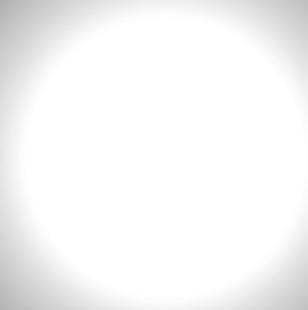
and ball gowns will be on sale. All items you can stuff into a plastic bag will cost only \$5."

For more information on the SNCO Wives' Club Thrift Store, call 989-4546 during regular working hours.

DON'T FIGHT DEPRESSION ALONE

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Military housing standards to increase



Housing units like the one above will be more pleasing to the eye under the Public-Private Venture plan, which includes provisions for landscaping, playgrounds, recreational areas and community centers. The idea, planners say, is to provide servicemembers with a community rather than simply a house in which to live.

Staff Sgt. Cindy Fisher
Headquarters Marine Corps

Public-private venture is the wave of the future for military family housing, and the Marine Corps is leading from the front in this initiative.

PPV partners the Corps with private companies in order to provide quality military family housing in a more timely manner. This military housing privatization initiative is authorized by Congressional legislation. The National Defense Authorization Act of fiscal year 1996 authorizes Department of Defense agencies to work with private developers to meet critical housing needs nationwide.

In the past, military housing—often considered a low priority when compared to training issues—was managed and maintained by the Corps. The Commandant of the Marine Corps, Gen. James L. Jones, expressed a different approach at the Oct. 15, 2001, official opening ceremony for the Camp Pendleton, Calif., DeLuz Housing Area, site of the Marine Corps’ first PPV project.

“We have migrated from a policy of readiness which was defined in very narrow terms. Does this Marine have his rifle, his pack, his helmet, his ammunition, his food?” said Gen. Jones. “We didn’t really worry too much in the 60s and 70s about the family--but things are different now.”

The Corps now understands the equal importance of caring for the Marine and the Marine’s family, and is dedicated to improving living conditions, the general added.

The Situation:

In recent years, the quality of life in military-managed housing areas has deteriorated for a variety of reasons. On many bases, housing units were built about the same time as the installation infrastructure. Several housing areas on Marine Corps Base Camp Pendleton have existed since the late 40s and early 50s. At MCB Quantico, Va., the average age of homes is 55 to 60 years and some structures even date back to 1918.

In 2000, 63 percent of the Corps’ housing units were more than 30 years old and 53 percent were considered inadequate, according to Karen Ayers, head of Housing Management, Facilities Branch, Installations and Logistics, Headquarters Marine Corps. As homes age, they require extensive repairs or renovations. This is expensive and creates a maintenance backlog. Consequently, base housing managers struggle to maintain units at an acceptable living standard.

In a 2000 report on housing challenges, Ayers said the estimated cost to fix the problems corpswide is \$1.5 billion. In the meantime, families residing in base housing live in homes plagued by maintenance problems like leaky plumbing, peeling paint and cracked floors.

A long-time proponent for better military housing in Southern California, Ron Packard, the former representative for California’s 48th District, toured some of the older housing areas of Camp Pendleton. “They were deplorable,” Packard said during the DeLuz Housing Area opening ceremony. “It was unfortunate that we were asking our men and women who are serving their country to even live in those conditions.”

In addition to the problems inherent with older homes, many installations simply don’t have enough housing units. Often, service members must find temporary housing in surrounding civilian communities while waiting for homes to become available in base housing. The average wait for military housing is 18 months at Marine Corps Air Station Miramar, Calif. MCAS Miramar is one of several military installations in the San Diego area, which is home to more than 38,000 active-duty military families.

Often, service members living in civilian communities incur living expenses greater than the basic allowance for housing provided them by the Corps.

Poor and insufficient housing can have a negative impact on the morale of a unit, Packard said. Marines concerned about their families’ living conditions have difficulty concentrating on their jobs.

“Dedication to duty is compromised when (service members) are worried about family and home. If things are alright at home, things will be alright in the field,” said Packard who served as an officer in the U.S. Navy Dental Corps in the late 50s.

The commandant also expressed concern about the negative impact housing issues have on retention efforts. “Not only do we worry about families, we understand that a Marine who has a family will not likely stay a Marine for very long if the family is not taken care of,” Gen. Jones said. “In today’s all volunteer force, Marines will vote with their feet if we don’t meet their aspirations and those of their families.”

Correcting these housing issues has become a long-term project. However, budget constraints combined with aging housing units and a maintenance backlog make it difficult for the Corps to provide high-quality housing to Marines and their families.

The Solution:

In the continuing effort to correct this situation, the Corps has turned to the private sector to build and manage military housing.

The Corps is joining with private companies, usually limited liability companies, to build more and better housing for the same money. The Department of the Navy uses a condensed acquisition process that minimizes the time, effort and money interested parties must put into the process. This helps ensure the most highly qualified private company, investor or development teams with the Marine Corps.

PPVs are an “application of governmental resources in a competitive environment,” Gen. Jones said. Ventures will focus on privatizing the replacement, renovation, maintenance and operation of existing government housing. Private companies then bear the cost for building, renovating, maintaining and managing family housing communities.

“Private companies can get construction loans based on the expected rental income from Marines’ BAH. This reduces the up-front cost of fixing housing.”

The Marine Corps will also require private companies to set aside funds for short- and long-term renovations, Ayers said. This “will ultimately ensure homes remain in good condition over the life of the projects.”

The resulting PPV-managed housing areas won’t be operated in the same manner as base housing. “The PPV program is managed like a rental property is out in town,” said Maj. Craig S. McDonald, deputy director of Family Housing, Camp Pendleton. Under PPV, service members sign leases and make monthly payments through allotments equal to the Basic Allowance for Housing for that area. Since BAH covers rent and normal utility usage, service members should have no out-of-pocket expense, Ayers said.

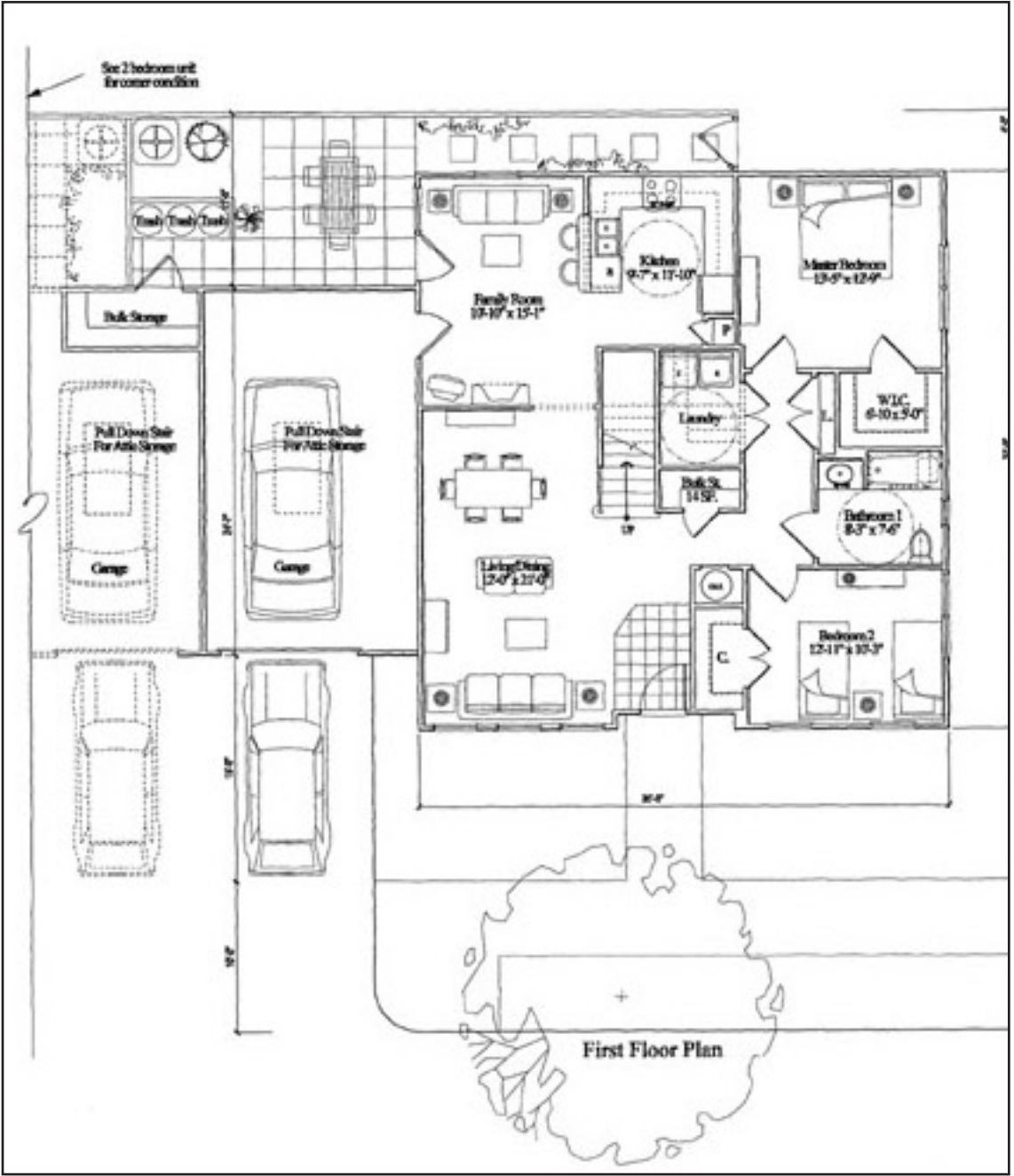
While private companies manage and maintain family housing areas, the Marine Corps will remain a participant in all key management decisions as a member of Limited Liability Company Boards.

As a safeguard, the Marine Corps leases the land to be used. This prevents the loss of land or units if a company defaults on a loan. The company cannot take out new debt against the project without the Corps’ consent. The Corps’ consent will also be required for expenditures over specified amounts.

Several PPV projects are already underway and more are scheduled for the future. The first PPV contract was awarded to the Hunt Corporation in November 2000 for DeLuz Housing.



The interior of the new Public-Private Venture homes will be more modern and provide a better quality of life for servicemembers.



The typical layout of a four bedroom Public-Private Venture housing unit.

The PPV family housing program at Camp Pendleton is building new housing units and renovating old ones faster than the previous military-construction process, which took a minimum of five years to complete, McDonald said.

Camp Pendleton residents began moving into the first 200 completed homes in October 2001. Once completed, this project will include 712 units.

The ribbon was cut June 26 on the joint Navy and Marine Corps project at Belle Chase Naval Air Station, New Orleans. The housing area features 512 new townhouse units. Once completed, the \$73 million project will have 935 units.

Another joint Navy and Marine Corps project opened in San Diego in August. Additional projects are planned for MCB Camp Pendleton and MCAS Miramar. Future projects are also planned for MCB Quantico; Stewart, N.Y.; MCAS Yuma, Ariz.; MCB Hawaii; MCB Camp Lejeune, N.C.; and Marine Corps Recruit Depot Parris Island, S.C.; to name a few.

“I think by 2005, about 95 percent of our family construction ... will be PPVs. So it’s already the way of the future,” Gen. Jones said at the opening of one PPV project. These housing-privatization initiatives reduce the worries of military service members whose families live within base communities, he added.

When servicemembers are deployed they can rest assured that their families are living in safe, secure and well-maintained housing, said McDonald.

The Benefits:

What this means to service members is better homes and shorter waiting lists.

Through PPV projects, better homes can be constructed or renovated faster, especially in areas with critical housing needs, according to housing management officials at HQMC.

PPV housing areas will showcase well-landscaped, pedestrian friendly sites, Ayers said.

These “better homes” will include functional floor plans, usually larger than military-constructed homes. Home designs incorporate significant storage space and one- or two-car garages. Most will also have town home architecture and layouts as well as fenced yards.

Personal Service Center

449-6110/6185

www.lejeune.usmc.mil

Basic Investment Seminar

Nov. 21, 6 - 7:30 p.m.

Stress Management, Part IV

Nov. 26, 1:30 - 3:30 p.m.

Military Spouse Local Employment Seminar

Nov. 26, 9 - 10 a.m.

AA Meetings

Mondays, 11:50 a.m. - 12:50 p.m.

Retired Affairs

Wednesdays/Fridays, 8 a.m. - noon

Keystone Meetings for Teens

1st/3rd Fridays, 6 - 7 p.m.

Sign Language Class

Tuesdays, 4:30 - 5:30 p.m.

Power Hour

Weekdays, 4 - 5 p.m.

NJP

from page 4

do better. Lance Cpl. Kenneth V. Oliver, III, MARFORLANT Disbursing, is just such a Marine. In May 2000 Oliver received NJP for an alcohol-related incident.

"I was out at a bar with some friends, and I was driving that night alone. Being new to the Corps and drinking period, I did not know my limits," said Oliver. "I don't remember the events directly leading to the accident, but I passed out behind the wheel."

At the time, Oliver was a private first class and was under the age limit to drink. His blood alcohol level was .18 at the time of the accident. However, due to a technicality, the civilian authorities couldn't charge him with a DUI and charged him with reckless driving instead. The command he was under, Marine Corps Security Force Battalion, charged him with underage drinking and driving under the influence.

"I totaled my vehicle. I was thrown from it as it smashed against the guardrail. It was all mangled up, but I walked away with minor cuts and bruises," said Oliver, also from New Haven, Ct. "I was on bed rest for a day, light duty for a few more days, and then I was back at it."

Oliver eventually had to stand before the battalion commanding officer for his pending charges. The battalion commanding officer spoke with the staff non-commissioned officers and the battalion sergeant major about Oliver, and decided to suspend part of Oliver's sentence. This allowed Oliver to retain his rank, however, he was given 45 days of restriction and 45 days of EPD in an effort to deter him from any further infractions of that nature. Oliver completed his restriction and EPD successfully without getting in trouble. Then a couple days before his six-month mark, Oliver stumbled again.

"It was right after my birthday. I was on my way

to meet a friend at a local college and jumped in my car to meet them after having a couple drinks in the barracks. While driving, I began to speed and lost control of my vehicle," said Oliver.

This time Oliver's actions landed him in jail for one night and the newly-turned 21-year-old was officially charged with a DUI by the Commonwealth of Virginia. During this period, the Disbursing Office was moved from Marine Corps Security Force Battalion to MARFORLANT. The commanding officer of Headquarters and Service Company, MARFORLANT vacated the suspended sentence from Oliver's previous infraction, which put the previous punishments into action. As a result, Oliver received a "Page 11" entry in his service record book and was reduced to a private. Furthermore, the commanding officer suspended any promotion of Oliver, leaving him stranded as an E-1 for a year.

"I was and still am remorseful for my actions that led to my DUIs. It hurt my goals and career in the Corps," said Oliver. "I could've hurt or killed myself or someone else, and that's really sobering."

Oliver said with these types of punishments looming over him it was very easy for him to become discouraged. However, with a conscious effort to improve and the helping guidance of his non-commissioned officers and staff non-commissioned officers, the Marine of over two years was able to turn himself around.

"I didn't feel that I had got off easy, but I knew the command's punishments could have been a lot worse. So, I wanted to do my best not to make the same mistakes," said Oliver.

Oliver underwent classes on the damaging effects of alcohol and gained new perspective on his past actions.

"I had cut down my drinking. Due to my improved performance in the office, my master sergeant, captain, and first sergeant got together to present the idea of having my case reviewed by the commanding officer in an effort to get me promoted six months early," said Oliver. "They went through my

training jacket that showed the things I was doing in the office, what I had been volunteering for, and how I was trying harder because I really wasn't a bad Marine. The commanding officer thought about it, and January 1, 2002 I was promoted to a private first class six months early."

Oliver had become more assertive, taking his roles in the office more seriously and volunteering for programs like Adopt-a-School, fundraising car washes, and Marine Corps Martial Arts.

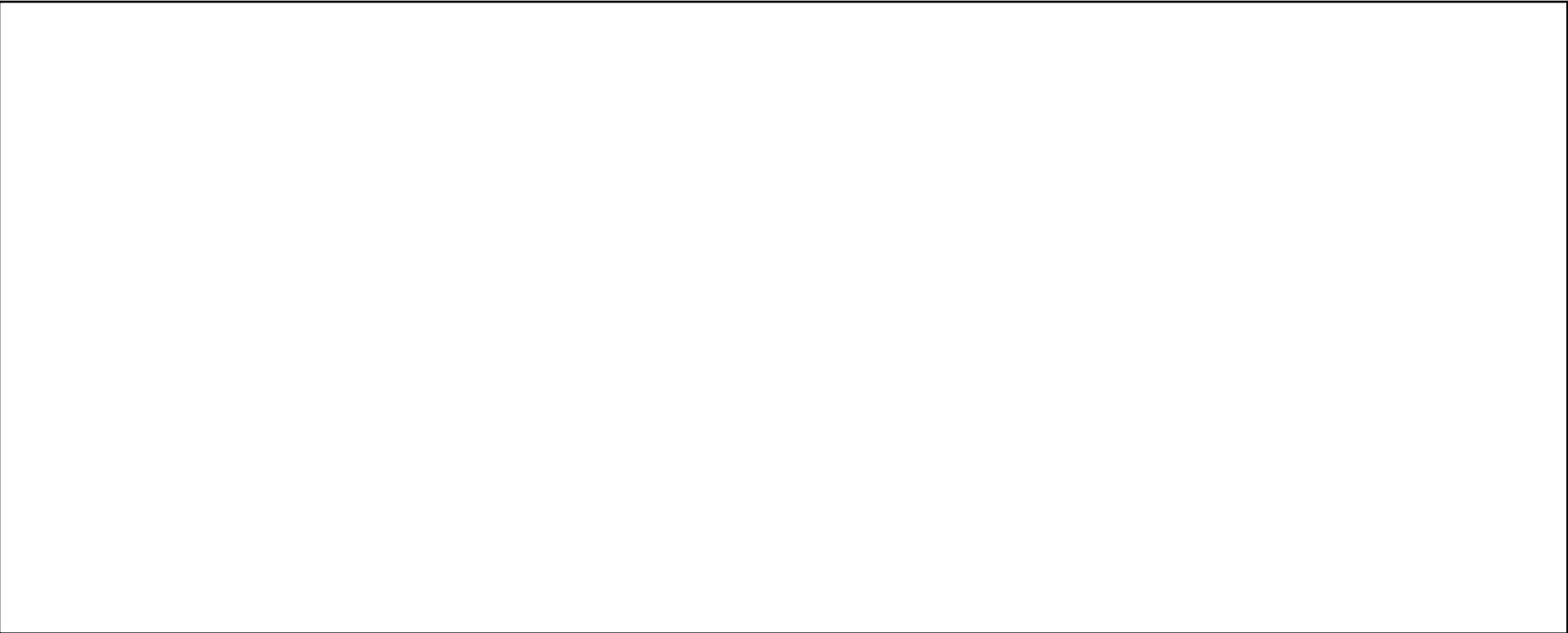
Capt. Paul J. Batty, finance officer of MARFORLANT Disbursing Office, said Oliver's turn around was immediately noticed.

"I was proud of Oliver. When he got here he was really immature. Like many junior Marines new to the Corps, he was just focused on having a good time. However, through his experiences he learned a Marine doesn't stop being a Marine; it's a full time job. When he did, we knew we could start relying on him more," said Batty, a Park City, Utah native.

Sgt. Jonathan C. Mead, of MARFORLANT Disbursing, said he also saw a dramatic change in Oliver's attitude by the way he volunteered for the Young Marines program and began to take his work seriously.

"He changed his attitude toward higher ranks by becoming more respectful and his whole attitude toward the Corps changed by him taking responsibility as a Marine for his actions," said Mead, of Albion, NY. "A turn around like his is a good thing. He is a beneficial asset to the office, because he is a natural born leader. As his attitude improved, he improved the morale of the office and the others around him."

Oliver continues to be a sterling example of triumph through adversity. He recently earned the rank of lance corporal and testifies that the keys to resuscitating a Marine's motivation after NJP lie in that Marine. That Marine must acknowledge his mistakes and dedicate himself to a full positive change in attitude. Oliver looks forward to a lengthy career in the Corps and lends his experiences to aid other Marines who may be going down a wayward path.



MEU Marines strive for title

Capt. James D. Jarvis
26th MEU

ABOARD USS IWO JIMA-- The Marines and Sailors of the 26th Marine Expeditionary Unit found themselves at sea preparing to test their mettle in an attempt to become certified "Special Operations Capable" (SOC) during the recent Special Operations Capable certification Exercise (SOCEX).

For these Marines and Sailors, a (SOC) certification means the formal culmination of a challenging and event-filled six month pre-deployment training period, was recognized as Maj. Gen. Henry P. Osman, Commanding General, II Marine Expeditionary Force, put his stamp of approval on their ability to perform more than 20 different missions.

"Marines and Sailors from II MEF's G-7 branch evaluate the MEUs as they demonstrate and perform a variety of challenging missions in a compressed timeline," said Col. Lance Ledoux, the senior Marine evaluator for this year's SOCEX. "Upon completion of all graded events, my staff and I make a recommendation to Marine Forces Atlantic, via Maj. Gen. Osman, as to the readiness of these Marines for those missions. While we'll have our recommendation submitted within a day or so of this exercise's conclusion,

the final announcement could take as long as a week, but we're shooting for sooner," Ledoux said.

As the Marine Corps paused last week to celebrate its 227th birthday and recall the past sacrifices of Marines both young and old, the service members of the 26th MEU looked to their past as well to gain perspective on just what a (SOC) certification means, to them.

For years, 26th MEU Marines and Sailors have completed their pre-deployment training, earned their (SOC) certification and headed out, expecting a routine deployment to the Mediterranean Sea. On many an occasion, however, their deployments quickly became anything but routine as they were called into service and placed in harm's way, sometimes within weeks of arriving in the Mediterranean.

In 1994, for example, 26th MEU Marines and Sailors earned their (SOC) certification and shortly thereafter found themselves on the streets of Mogadishu, Somalia as part of Operation Restore Hope.

In 1997, 26th MEU Marines and Sailors earned their (SOC) certification and were shortly thereafter called upon to rescue American citizens from a deteriorating situation in Tirana, Albania, as part of Operation Silver Wake. During this operation, 26th

MEU (SOC) Marines and Sailors evacuated the American embassy in Albania only months after being tested on their proficiency in conducting a noncombatant evacuation operation (NEO) at Camp Lejeune, N.C., as part of their SOC certification.

In 1999, 26th MEU Marines and Sailors completed their SOCEX and found themselves shortly thereafter providing security for Albanian refugee camps as part of Joint Task Force Shining Hope. During that deployment, 26th MEU (SOC) Marines and Sailors took their (SOC) certification for a 'test drive' as they became the first U.S. troops used in Kosovo and responded to a humanitarian crisis in Turkey following a devastating earthquake there. Months prior, those Marines and Sailors could have been found in the Camp Lejeune area setting up a humanitarian assistance camp for a SOCEX evaluated event, not knowing of the lives that they would save in the near future as part of Operation Avid Response.

In August 2001, the Marines and Sailors of the 26th MEU conducted their SOCEX training with a routine Mediterranean Sea deployment seemingly on the horizon. At that time, the World Trade Center continued to dominate the New York City skyline as millions of tourists year-round gazed in

wonder at them from tour buses and taxi cabs. As the 26th MEU pushed out to sea for Vieques, Puerto Rico in July 2001 to conduct live-fire combined arms training, little did they know that Al Qaeda terrorists were plotting their horrific acts. The world did not yet know these monsters as they would after Sept. 11, 2001.

As 26th MEU Marines earned their (SOC) certification last August, they clearly did not know that the urban training that they conducted earlier in Richlands, N.C. and Jacksonville, FL would be put to use in January 2002 to hunt down Taliban and Al Qaeda terrorists near Kandahar, Afghanistan.

When 26th MEU Marines and Sailors conducted an airfield seizure at the Duplin County Airport that year, little did they know that the next time they would do it would be at the Kandahar International Airport to facilitate U.S. and coalition forces' actions to smash remaining terrorist cells there.

The Marines and Sailors of the 26th MEU and USS Iwo Jima Amphibious Ready Group will return to the Camp Lejeune area in mid-November following the Special Operations Capable certification Exercise and are tentatively scheduled to deploy early next year.

Air Force pilot aims high with 'Warriors'

Sgt. Juan Vara
correspondent

At Marine Light/Attack Helicopter Squadron-167, one pilot is not like the others. His flightsuit has his rank insignia on each shoulder and his silver wings lack the anchor, distinctive of naval aviators' wings of gold.

One would have to take a real close look at this "Warrior" to find out he "aims high."

Air Force Capt. LeRoy P. Reynolds, a UH-1N Huey helicopter pilot, is serving with HML/A-167 as part of the military pilot exchange program.

Designed to provide the participating officer the means to obtain working knowledge of mission, policies and procedures in areas where the services have mutual interests, the program promotes mutual understanding and trust between sister services and fosters understanding of unique doctrines and tactics.

It operates in a one-for-one reciprocal exchange of sister services personnel, and volunteers must submit a package that will be reviewed by special duty assignment officers of both services. A pilot's performance evaluation reports, flight hours, and other qualifications determine eligibility.

A graduate of California State University, Sacramento, Reynolds "crossed into the blue" in 1994, pursuing his desire to fly.

"My father was in the Navy, Air Force and Army reserve and recommended that I join either the Navy or the Air Force," said the 32-year-old airman. "I always wanted to be a pilot, so I figured the Air Force was the way to go."

Prior to joining HML/A-167 in 1999, the military brat born at Edwards Air Force Base, Calif., spent three years overseas assigned to the 459th Airlift Squadron at Yokota Air Base, Japan.

"A lot of people joke about this being a hardship tour," he said. "I see it as a unique assignment; an opportunity to fly with the Marine Corps and see how sister services do things."

Reynolds admits that transitioning to the Marine Corps was a challenge at first, but thanks to the personnel in the squadron he now understands what

"esprit-de-corps" is all about.

"He's pretty much another Marine pilot wearing a blue cover," said Capt. John F. Gibson, a St. Mary's, Ohio, native, now a UH-1N Huey helicopter pilot with the squadron. "If he wanted to become a Marine we would take him."

According to Reynolds, there some are differences between flying for the Air Force and for the Marine Corps.

"The combat aspect is different because the Air Force doesn't arm Hueys," he added. "As soon as I go back we [the Air Force] are going to start."

Operations and maintenance are also handled differently by the services.

"In the Air Force, Huey maintenance is done by civilians," he stated. "We didn't have as many enlisted personnel at my previous unit as we do here. I've got much more interaction with maintainers and airframers here than I did in the Air Force."

As a collateral duty, Reynolds serves as the officer-in-charge of the squadron's airframes section.

Throughout his tenure with the squadron, Reynolds has learned to appreciate what the Marine Corps does with what he calls "limited resources."

"I once told a general that if the Marine Corps had the money the Air Force has, all the other services would be obsolete," he said. "I don't know how they can accomplish any mission without enough money, but I would say it comes down to the individual Marine."

Scheduled to leave HML/A-167 in February and report to Malmstrom Air Force Base, Great Falls, Mont., Reynolds is confident that being with the squadron has helped him become a better airman.

"I've had to adapt the same way they have, learning to work with minimal resources, becoming a better pilot and a better officer," he said. "It's been a definite pleasure and I would do it again if I had the opportunity."

Still unknown if the squadron will receive another Air Force pilot once Reynolds leaves, he is the third one to serve with HML/A-167 since the military pilot exchange program was established in the early 1990s.

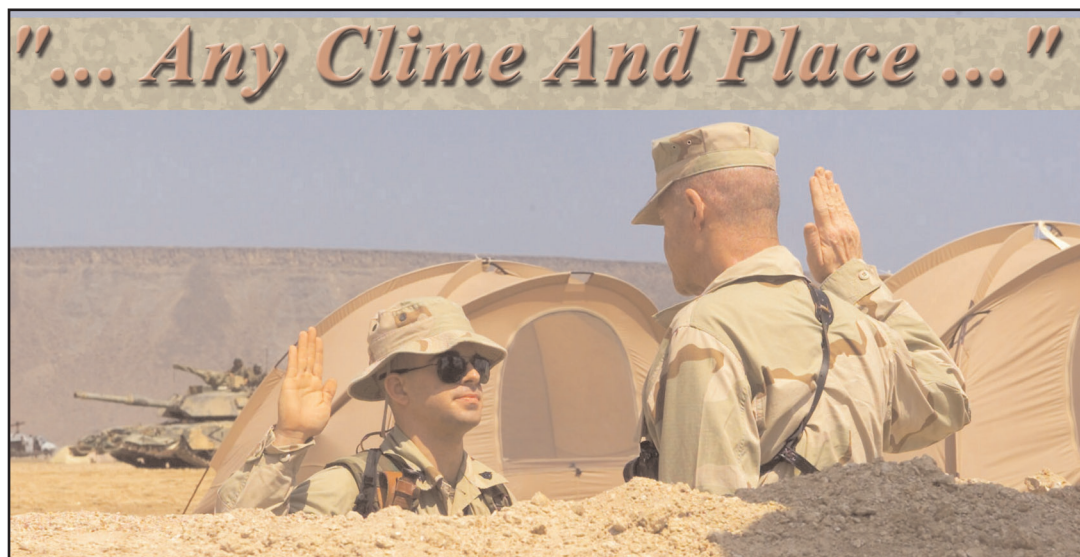


Sgt. Juan Vara

Air Force Capt. LeRoy P. Reynolds, a Huey pilot, is currently the third Air Force pilot serving with Marine Light/Attack Helicopter Squadron-167 under the pilot exchange program.

"I believe in exchange programs because it's always helpful to have a different service perspective," said Lt. Col. Steven R. Rudder, HML/A-617 commanding officer. "Captain Reynolds fits in well with the Warriors and performs superb as a utility helicopter commander and a section leader."

According to Gibson, Reynolds is one of the most knowledgeable pilots on the systems of the UH-1N. Once he's gone, HML/A-167 will miss his good input on the different things the services do and his extensive knowledge on the Huey. Also gone will be the "blue-on-blue" uniform that makes him "a drop of blue in a sea of green" during the squadron's physical training sessions.



STAY GREEN
STAY MARINE

CLUB EVENTS

Enlisted Club 449-0589

~ Bingo Blast Dec. 21 ~
~ Latin Dance Night Fridays 8 p.m.-3 a.m. ~
~ "House Party" Night Saturdays 8 p.m.-3 a.m. ~

Staff NCO Club 449-6707

~ Lunch Specials Tuesdays-Thursdays 11 a.m.-1 p.m. ~
Nov. 26 Thanksgiving Buffet
Dec. 3 Fried Chicken
Dec. 10 Seafood Buffet
Dec. 17 Baked Ham
~ Bosses' Night Dec. 6 3:30 p.m. ~
~ Members' Lounge Weekdays 3 p.m.-until ~
~ Christmas Party (Adults Only) Dec. 13 6 p.m. ~
~ New Year's Party (Adults Only) Dec. 31 ~

*The SNCO Club will be closed Nov. 28-29 and Dec. 23-27 for the holidays.

Officers' Club 449-6409

~ Lunch Daily 11 a.m.-1 p.m. ~
~ OWC Chinese Auction Nov. 23 6:30 p.m. ~

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NEW RIVER THEATER

Nov. 22
7 p.m. Barbershop
9:30 p.m. Trapped
Nov. 23
7 p.m. Barbershop
9:30 p.m. Trapped
Nov. 24
3 p.m. Barbershop
6 p.m. Trapped
7 p.m. Red Dragon
Nov. 27
9 a.m. Sweet Home Alabama
7 p.m. Barbershop
Nov. 29
7 p.m. Sweet Home Alabama
9:30 p.m. Red Dragon

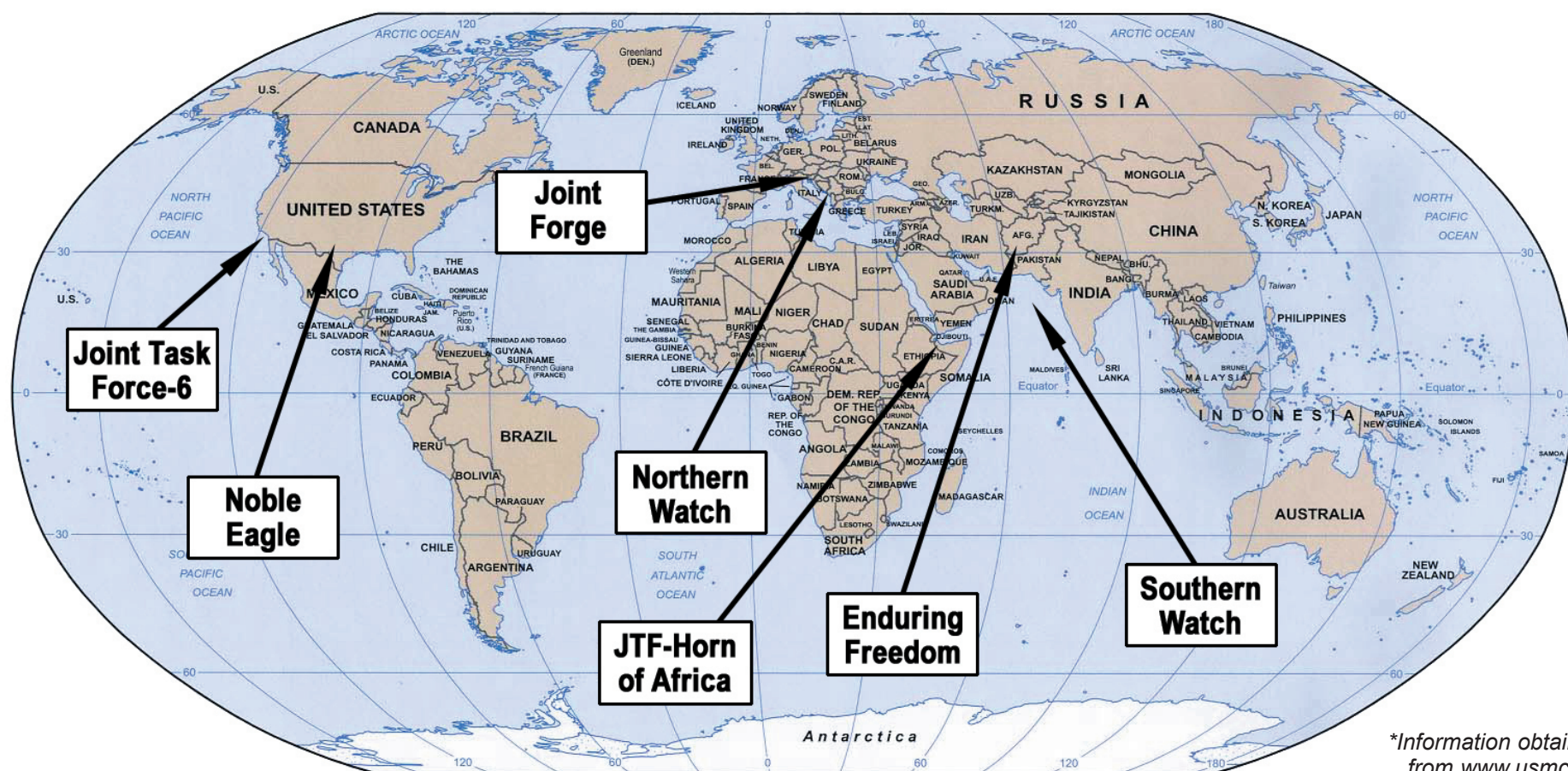
449-6292 *movies/showtimes subject to change

www.localmovies.com

AD

TIP OF THE SPEAR

MARINES IN OPERATIONS AROUND THE WORLD



*Information obtained from www.usmc.mil

Joint Task Force-6

Location:
U.S.

Timeline:
ongoing

Mission:
operations/
training in
support of
counterdrug
operations

Units:
VMU-1
MWSS-272
MWSS-274
HMM-774
8th ESB
MWSS-371

Noble Eagle

Location:
U.S./Guam

Timeline:
Sept.-ongoing

Mission:
defense of U.S.
and
U.S. territories
in response
to Sept. 11

Units:
VMFA-101
Det 1/2
VMFA-232
VMGR-152
MACS 2
MACS 4

Joint Forge

Location:
Bosnia/
Herzegovinia

Timeline:
1998-ongoing

Mission:
peacekeeping
operations to
enforce the
Dayton Peace
Accords

Units:
4th CAG

JTF-Horn of Africa

Location:
East Africa

Timeline:
Nov.-ongoing

Mission:
operations/
training in
support of the
U.S. war on
terrorism

Units:
2d MARDIV

Northern Watch

Location:
Turkey/
Germany

Timeline:
1992-ongoing

Mission:
enforcement
of the no-fly
zone over
northern Iraq

Units:
VMGR-352
VMAQ-1
VMAQ-3
MALS-14

Enduring Freedom

Location:
Afghanistan/
Global

Timeline:
2001-ongoing

Mission:
defense of
U.S. and U.S.
territories in
response to
Sept. 11

Units:
13/15/22/26-
MEUs
VMFA(AW)-121
MACS 2
MACS 4

Southern Watch

Location:
Arabian Gulf

Timeline:
1992-ongoing

Mission:
enforcement
of the no-fly
zone over
southern Iraq

Units:
VMFA-312
VMFA-323
VMFA-225

For the latest Marine Corps news, check out www.usmc.mil